



## INTIMATIONS

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

## SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule	\$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade-Mark	10.80
C—WATSON'S ABERLOUR-GLEN-LIVER, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H. K. D. BLEND OF THE FOREST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIVERQUE SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.

ABERLOUR-GLEN-LIVER is a very old Peat Whisky (smoky), and could not now be replaced in stock at the price. It is well known for its fine flavour.

It is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON &amp; CO., LIMITED.

WINE AND SPIRIT MERCHANTS.

Established 1811.

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**NOTICE TO CORRESPONDENTS**  
Our correspondents relating to these columns should be addressed to THE EDITOR.

Correspondents must for war correspondence addressee with a copy of the paper.

Letters for publication should be written on one side of the paper only.

No anonymous signed communication will be accepted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only a few copies for Cash.

P. O. Box. 20 Telephone No. 12.

## The Daily Press.

HONGKONG, April 22nd, 1899.

Subsidiaries in the Kowloon hinterland have already been made the subject of inquiry in the House of Commons. No doubt the local Government have kept the Colonial Office well informed as to the position of affairs. They may not, perhaps, have dwelt at any length on their own failure to issue proclamations to the inhabitants of the ceded territory to counteract the exogenous rebels put into circulation among them by interested persons, or their want of foresight in not taking steps to prevent raids by bandits, which seem to have been made from Tungkuon with the object of plunder and rapine. But the Government have probably acquainted Mr. CHAMBERLAIN with the neglect of the Kwangtung Government to prepare the people of the hinterland for its transfer to British rule. They may also have communicated to the Secretary of State for the Colonies their well-founded belief that the armed rising against the British was organized with the knowledge if not with the avowed and express sanction of the Viceroy, for Mr. CHAMBERLAIN, in his speech on the subject, said that the combatants included "un-formed Chinese," and "it was doubtful whether the attitude of the Chinese did not necessitate a careful reconsideration of the position." We take this to mean that the right hon. gentleman is of opinion that the terms of the Kowloon Extension Agreement may now need some revision. We imagine that they will need such revision. When the Kowloon peninsula was first ceded to Great Britain, it was on a lease; but this was subsequently, under the Peking Convention, ceded, and the territory ceded in perpetuity. This was in part in reparation for the treachery shown in the attack in 1859 by the Taiki forts on the British Fleet; and for another, act of treachery, in the fomenting of armed resistance to the British occupation of the hinterland, the extension of Kowloon should also be demanded as an absolute cession. The lease for ninety-nine years must in any case prove most unsatisfactory, as it is likely to unsettle the Chinese population by leading them to regard the British colony as the proving as only a temporary arrangement, and to think the land really belongs to the Emperor KWANG SU, to whom also their allegiance is still due. These are points that might not occur to the British Minister when negotiating for the lease, or even to critics of the agreement, perhaps, at first sight. Subsequent events have, however, brought them rather forcibly home to us here, and we trust the Government will not fail to make the necessity for absolute cession convincingly clear to the Colonial Office. When the idea of taking over the territory was first mooted, the matter seemed simple enough; it was believed the inhabitants (who should be able to foresee the benefits they are bound to reap thereby) would most joyfully welcome British rule and all the advantages it carries. But that dream has been effectively dispelled. The after-education and more intelligent portion

of the inhabitants have welcomed the exchange of rulers and look forward with satisfaction to the future, but the mass of the villagers, being very ignorant and quite unable to resist pressure, have been carried away with the stream, or have fled to escape ill-treatment by the rebels, and fled to meet the troops and police; for fear they should be also regarded as rebels. The position, therefore, is greatly altered for the worse, and until the populace have been thoroughly assured and generally restored, a military occupation of certain places is necessary. In order to effectually provide for this, the garrison of the Colony will have to be increased by at least another regiment of infantry, and a considerable body of Indian police will be needed to patrol the country. As we are thus to be plunged into a large outlay necessitated by the treachery of the Kwangtung authorities, it is not much to ask for compensation, and this must be sought in the form of a better tenure of the property, a more practicable frontier, and the removal of Chinese officials from Kowloon city and Shantung.

This stimulates the Kowloon trouble, given to the Volunteer movement must be reduced as part of the silver lining of the cloud. While the addition of the new territory to the colony will necessitate an increase of the garrison, it will also render more important than ever a strong Volunteer Corps. The officers are taking advantage of the circumstances to make an appeal to the patriotism of the young men of the colony who are not already enrolled in the Corps, and no doubt their appeal will result in a large addition to the ranks. In this connection we would invite attention to the letter of Mr. G. C. ANDERSON, published in another column, with a view to eliciting discussion on the important question of whether an increase of the units is likely to result in a strengthening or a weakening of the Corps. A cardinal point to be borne in mind is the smallness of the community from which the Corps are to be recruited, which, it may be contended, should lead to the sinking as far as possible of national and class distinctions and differences rather than to their voluntary multiplication by the rank and file in that neighbourhood.

The right of the Chinese Customs to maintain its office in Hongkong, where it is in a state of a semi-independent existence, was arranged by the Imperial Maritime Customs of China would propose, and where customs would be placed, and in reply to the following numbered paragraphs, what in my opinion will be the result in and around Hongkong and its new territory to safeguard the revenue interests of China, a task which will be made in consequence of the increased area to be looked after, both general and extensive.

The proposals are made in the belief that Her Majesty's Government desire to give China a strong and sustained support in the prosecution of her revenue in that neighbourhood.

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ing when the doctor called he found Garrick ill in bed, though and said to the doctor of being London. The doctor in fact and a doctor who explained that he was too ill to act, but that there was a player at the theatre called Marr an absurd like him and such a mimic, that he had ventured to entreat him with the part, and was certain the audience would not perceive the difference. The other seriously remonstrated with him on the danger of attempting such a role, and the doctor said that it was that would follow if he were found out. Garrick persisted, and begged the doctor to attend and repeat the result. On his departure Garrick lapsed into the theatre and acted the parts. The doctors, bewildered, and half-doubting, hurried back at the close of the play, only to find the actor in his bed again, though he had not had time to get rid of Garrick.

## THE AUSTRALIAN MAIL.

The following telegrams are from Australian papers received by the E. & A. steamer *Australia*:

## GERMANY AND THE DANES.

London, 23rd March.

The German authorities continue the expulsions of Danish agriculturists and servant girls from Schleswig-Holstein.

London, 23rd March.

Successful experiments have been carried out with carrier pigeons between British ships in the Bay of Biscay and Portimao.

London, 23rd March.

The death is announced of Mr. Fletcher Foster, the famous artist, at the age of 72.

## WIRELESS TELEGRAPHY.

London, 23rd March.

Today *The Times* signified the newest development in telegraphy. The journal publishes the first wireless press message ever sent. It was despatched across the Channel from Boulogne to Dover, and announces the success achieved by Signor Marconi.

## INDIGENT STRIKEES.

London, 23rd March.

In the Court of Appeal yesterday, Lord Justice Romer delivered an important judgment bearing upon the recent strike of Welsh coal miners. Mr. Justice Romer justified the action of the Master of the Royal Mint in granting a writ of habeas corpus to the strikees. He held, however, that the strikees themselves would be liable to prosecution for vagrancy if the poor law guardians considered that they provoked that necessity or wilfully prolonged the occasion for giving public relief.

## FRENCH HUNGER FOR AFRICA.

London, 23rd March.

The Paris *Geopolis* states that Dumarie, a town situated near Isabeau, the French port at the entrance to the Red Sea, will shortly be ceded to France.

## THE ANTARCTIC EXPEDITION.

London, 24th March.

Acting upon the hint thrown out by The Prince and with a fund of £40,000 upon which to base his claims, Sir Clements R. Markham, president of the Royal Geographical Society, is asking the Government to subsidize the Antarctic expedition which is being equipped by this society.

## THE FIGHTING FILIPINO WIN RIBBON.

London, 24th March.

The New York correspondent of *The Times* reports that the fighting capacity of the Filipinos has proved a great surprise to everybody.

The Filipino methods, Mr. Smalley adds, have won respect in all quarters of the United States.

## SPY-MANIA IN FRANCE.

London, 25th March.

There is a recrudescence of the "spy-mania" in France. A Belgian named Claeys has been arrested at Cherbourg. He has confessed that he was employed by a German-British spy organisation.

## CRUELTY TO AUSTRALIAN NATIVES.

London, 25th March.

The *St. James's Gazette*, commenting on the recent cases of cruelty to natives in West Australia, and especially on the case in which Messrs. Brook and De Pelegre were condemned for the fact that the agents of manufacturing natives in West Australia is worse than slavery. Mr. Wiffen, the West Australian Agent-General, is invited by the *St. James's Gazette* to justify the system.

## BRITISH NEW GUINEA.

London, 26th March.

Sir William MacGregor, who has returned from New Guinea on his way to assume the duties of Governor of Lagos, West Africa, read a paper on the subject of British New Guinea.

## THE DISCUSSION WHICH FOLLOWED.

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## VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES.
YAWATA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SIDNEY, and MELBOURNE.	FRIDAY, 28th April, at 4 P.M.
A. E. MOSSES		

STEAMERS	DESTINATIONS	SAILING DATES.
KINSHU MARU	SEATTLE, WASH. U.S.A. via YOKOHAMA, and VICTORIA, B.C.	THURSDAY, 4th May, at 3 P.M.
W. B. BROWN		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, Praya Central

A. S. MIHARA  
Manager.

Hongkong, 18th April, 1899.

## NORTHERN PACIFIC STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KORE AND YOKOHAMA.

FOR VICTORIA B.C. AND TACOMA  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain	Proposed Sailing	Steamer	Tons.	Captain	Proposed Sailing
VICTORIA	3,502	J. Parker	April 25	NEW YORK	3,274	W. A. Evans	May 6
TACOMA	2,811	A. Diron	May 13	SEVEN ISLANDS	3,277	J. C. Williamson	June 3
OLDFIELD	3,750	McGillivray	May 30	COLUMBIA	2,970	H. Hobson	July 8
ONTARIO	2,837	J. Truebridge	June 17	MONTSHIRE	2,671	W. A. Evans	July 22

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INFERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE, HONGKONG to LONDON, &amp;c.

Excellent accommodation. First class Table DOCTOR and STEWARDESS carried.

Passenger to EUROPE, most popular by one of the First Class ATLANTIC MAIL LINES HONGKONG to NEW YORK, &amp;c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route HONGKONG to VICTORIA, TACOMA, or PORTLAND, 223.

The last route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and PORTLAND to HAVRE and ST. MICHAIL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Points.

General Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (without address marked in fully 5 P.M. on the day previous to sailing).

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED  
General Agents.

Hongkong, 20th April, 1899.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.  
(FREIGHT SERVICE).  
(EAST ASIATIC SERVICE).

(Taking Charge at Hongkong to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASCOW, TRINIDAD, GRENADA, PORTS in the LEVANT, BLACK SEA, and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

• H. BABELSBERG, HAVRE & HAMBURG	21st	Freight and Passage.
Capt. Pfaltz	April	
• S. SERBIA, HAVRE & HAMBURG	24th	Freight.
Capt. Oskermann		
• H. SAVOIA, HAVRE & HAMBURG	About 2nd	Freight and Passage.
Capt. Jäger	May	
• H. HEDDELBERG, HAVRE & HAMBURG	About 25th	Freight and Passage.
Capt. Schüder	May	
• H. KÖNIGSBERG, HAVRE & HAMBURG	About 30th	Freight and Passage.
Capt. Christiansen	May	

These steamers have superior accommodation for Passengers and carry a Doctor and a Steward.

Calling at Naples for passengers only, if sufficient induced off.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; CO., AGENTS.

Hongkong, 21st April, 1899.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. FUNCTUALITY.

Twin Screw Steamships—6,000 Tons—40,000 Horse-Power—Speed 18 knots

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA, Comdr. G. P. Marshall, R.N.E. WEDNESDAY, 26th April, 1899.

EMPEROR OF JAPAN, Comdr. G. A. Lee, R.N.E. WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA, Comdr. H. Archibald, R.N.E. WEDNESDAY, 7th June, 1899.

THE magnificient TWIN-SCREW STEAMSHIPS of the Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and crosses the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, and St. John, N.B., with all Trans-Atlantic Lines, which pass through the various ports and the Contingent steamer choice of Canada.

Passenger to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in service of China and Japan, and to Japen Government.

The attractive features of this Company's route embrace its PATLIALIA STEAMSHIPS (so called in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the magnificient MOUNTAIN AND LAKE SCENERY through which the delivery passes.

THE DINING CARS and MOUNTAIN HOTELS of the route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Major Guide Books Rates of Passage, &amp;c., apply to

D. E. BROWN, General Agent,  
Federer Street.

Hongkong, 8th April, 1899.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

TOHOKA MARU (PEKIN) About 25th Freight or Passage. (Pass.

MAGASAKI &amp; KOSHI) W. HAYWARD, R.N.E. April 1st Sailing through the Island Sea.

SHANGHAI (PARMA) About 25th Freight or Passage.

LONDON, &amp;c. (BALAINE) Noon, 5th See Special Advertisement.

C. L. W. FORD April.

YOKOHAMA VIA NA. (ROMESA) 4 P.M. Freight or Passage. (Pass.

GASAKI &amp; KOSHI) C. H. WALKING, R.N.E. April 1st Sailing through the Island Sea.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 22nd April, 1899.

## VESSELS ADVERTISED AS LOADING.

DESTINATION.	SHIP'S NAME.	FLAG & CO.	CAPTAIN.	FOR FREIGHT & CARGO TO	TO BE DISPATCHED.
LONDON VIA SUEZ CANAL	Sylvania	Brit. str.	Gibson	Butterfield & Swire	On 3rd May.
LONDON VIA SUEZ CANAL	Bullock	Brit. str.	Ford	F. O. S. H. & C. Co.	On 26th Inst., at Noon.
BRAZIL & PORT OF CALL.	Panzo	Brit. str.	Capponi	Whitlock & Co.	On 21st Inst.
BRASIL & PORT OF CALL.	Portuguese	Brit. str.	Capponi	Whitlock & Co.	On about 2nd May.
HARVE & HAMBURG	Harve	Brit. str.	Georg	Carlowitz & Co.	On about 25th May.
HARVE & HAMBURG	Hatchell	Brit. str.	Georg	Carlowitz & Co.	On about 30th May.
HARVE & HAMBURG	Kongsberg	Brit. str.	Christian	Nippon Yusei Kaisha	On 4th May, at 4 P.M.
MAURITIUS, LONDON, &c.	Tambi Maru	Brit. str.	W. W.	Maier & Son	To-day, at Noon.
MARSEILLES VIA SUEZ, &c.	Oriental	Brit. str.	Schulze	Maier & Son	On 26th Inst., at Noon.
MARSEILLES, LONDON, &c.	Malibet	Brit. str.	McDowell & Co.	Maier & Son	On 25th Inst., at Noon.
MARSEILLES VIA SUEZ, &c.	Malibet	Brit. str.	McDowell & Co.	Maier & Son	On 25th Inst., at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 11th May, at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 21st May, at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 23rd May, at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 25th May, at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 27th May, at Noon.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	To-morrow.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 27th Inst.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On 29th Inst., at 4 P.M.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 4th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 6th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 8th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 10th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 12th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 14th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 16th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 18th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 20th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 22nd May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 24th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans	Whitlock & Co.	On about 26th May.
MARSEILLES, LONDON, &c.	Panzer	Brit. str.	Evans		